T-Tran (T-Tran)

ID Number: 2158 1 Progressive Drive

Chief Executive Officer: Bradley A. Thomas,

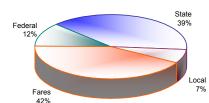
Horseheads, NY 14845-1029	System Wide Information
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Modal Information

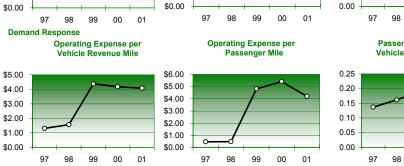
(607)796-0238

3	ystem wide	IIIOIIIIatioii			Modal Illorination			(,	
General Information		Financial Information		-	Characteristics		Demand		
						Bus	Response		
Urbanized Area (UZA) Statistics — 1990	Census	Fare Revenues Earned			Operating Expense	\$469,296	\$488,451		
Binghamton, NY		Directly Operated		\$0	Capital Funding	\$0	\$0		
Square Miles	65	Purchased Transportation	399,0	062	Annual Passenger Miles	141,015			
Population	158,405	Total Fare Revenues Earned	\$399,0	062	Annual Vehicle Revenue Miles	333,030	119,850		
Population Ranking out of 405 UZAs	156				Annual Unlinked Trips	29,835	24,480		
		Sources of Operating Funds Expended	i		Average Weekday Unlinked Trips	117	96		
		Passenger Fares	\$399,0	062	Annual Vehicle Revenue Hours	9,945	10,455		
		Local Funds	69,1	163	Fixed Guideway Directional Route Miles	0.0	N/A		
Service Area Statistics		State Funds	375,9	962	Vehicles Available for Maximum Service	9	9		
Square Miles	65	Federal Assistance ¹	113,5	560	Average Fleet Age in Years	4.8	2.8		
Population	52,337	Other Funds		0	Vehicles Operated in Maximum Service	8	8		
•		Total Operating Funds Expended	\$957,7	747	Peak to Base Ratio	1.0	N/A		
					Percent Spares	13%	13%		
Service Consumption					Incidents	0	0		
Annual Passenger Miles	257,295	Summary of Operating Expenses			Patron Fatalities	0	0		
Annual Unlinked Trips	54,315	Salaries, Wages and Benefits		\$0					
Average Weekday Unlinked Trips	213	Materials and Supplies		0	Performance Measures				
Average Saturday Unlinked Trips	0	Purchased Transportation	957,7	747					
Average Sunday Unlinked Trips	0	Other Operating Expenses		0	Service Efficiency				
, , , , , ,		Total Operating Expenses	\$957,7	747	Operating Expense per Vehicle Revenue Mile	\$1.41	\$4.08		
					Operating Expense per Vehicle Revenue Hour	\$47.19	\$46.72		
Service Supplied		Reconciling Cash Expenditures		\$0					
Annual Vehicle Revenue Miles	452,880	• •			Cost Effectiveness				
Annual Vehicle Revenue Hours	20,400	Sources of Capital Funds Expended			Operating Expense per Passenger Mile	\$3.33	\$4.20		
Vehicles Available for Maximum Service	18	Local Funds		\$0	Operating Expense per Unlinked Passenger Trip	\$15.73	\$19.95		
Vehicles Operated in Maximum Service	16	State Funds		0	3 Pr 11 Pr 1				
Base Period Requirement	8	Federal Assistance 2		0	Service Effectiveness				
'		Total Capital Funds Expended		\$0	Unlinked Passenger Trips per Vehicle Revenue Mi	ile 0.09	0.20		
				**	Unlinked Passenger Trips per Vehicle Revenue Ho				
Vehicles Operated in Maximum Service		Uses of Capital Funds			3				
					Bus				
Directly	Purchased	Rolling	Facilities		Operating Expense per	Operating Expense per	Passenger		
	Transportation	Stock	and Other To		Vehicle Revenue Mile	Passenger Mile	Vehicle Re	venue Mile	
Bus 0	8	Bus \$0		\$0	\$1.50		0.44		
Demand Response 0	8	Demand Response 0	0				0.14	•	
Total 0	16	Total \$0	\$0	\$0	\$3.00		0.12		
					\$2.00		0.08		
					\$1.50		0.06		
1					\$0.50 \$1.00		0.04		





² Includes Federal capital funds used to pay for operating expenses.



\$0.50



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0.02

Data Source: 2001 National Transit Database

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¹ Excludes Federal capital funds used to pay for operating expenses.